

Minutes of TUG Meeting – 1/16/2013

Introduction

Opening Introduction came from TUG President Dave Belastock. The website www.TeterboroUsersGroup.org is up and running. It has already proven a useful tool. One such case came when an operator from Brazil used the website to contact us to attend a meeting.

Renee Spann – Manager TEB Airport, and Pam Phillips – Port Authority of NY & NJ

- In December 2012 there were 12,608 movements. Of these, jets represented 10,822, up 3% from the previous December. December fuel sales were 3,377,530 gallons (40,930,237 YTD). However, TEB operations were down 3% in 2012 from the previous year. Much of this decrease can be attributed to Hurricane Sandy, which caused a 10% drop in November 2012 from the same month last year.
- Photos of Hurricane Sandy's aftermath on Teterboro Airport were shown. Consultants were hired to analyze and repair the extensive damage to the airport lighting system and VOR. A wildlife expert was hired to handle the marine life found swimming on the airport. Some of the damage is only now becoming apparent. Airport lighting and signs are showing deterioration from being immersed in several feet of saltwater. Pilots landing on Runway 6 have reported airport lights bright enough to be mistaken for vehicle headlights. Operators are encouraged to report any anomalies that they observe in the airport's infrastructure.
- A 4th meeting will commence for the Super Bowl Planning committee. They will tackle the traffic management issue with a proposal for a prior-permission reservation system. The next meeting will be held on Feb 14th.

Gary Palm – Manager TEB Tower

- The Runway Safety Team has noticed an alarming increase in runway incursions at TEB during the last few years. Eight (8) pilot deviations were reported in 2012 (in addition to one vehicle incursion), compared to 4 deviations in 2011 and one in 2009.
- These incursions seem to have two root causes: situational awareness and communications. Lack of familiarity with the airport appears to be a factor.
- There were three (3) incursions in the vicinity of Taxiways Bravo and Romeo.
- Gary highlighted the need to develop educational programs to address this issue. The Runway Safety Action Team (RSAT) is also examining ways of reducing runway-crossing incidents and redefining hotspots.
- Pam Phillips revealed plans to change the geometry of Taxiway Bravo, which may help the incursion problem.

Ralph Tamburro – NY TRACON

- An Article 48 meeting was due to take place on January 16, 2013, to finalize the new "Dalton Two" Visual departure procedure.
- Until the FAA issues the "Dalton Two", pilots must fly the current "Dalton Visual" as published.
- Expected highlights of the new "Dalton Two" Visual departure procedure include:
 - o Speed limit of 190 kts.
 - o Turn to heading 280 must begin within ¼ NM from the departure end of Runway 19.
 - o Turn to heading 280 must be completed within TEB 2.4 DME (up from 2.0 DME) to coincide with the EWR 22L/22R final approach fixes.
 - o Obstacle locations depicted on the chart were corrected.
 - o Aircraft should expect IFR clearance after crossing TEB R-230.

Al Pence – FAA Technical Operations

- The sporadic perturbations of the ILS 19 glideslope were discussed. These perturbations have caused false glide slope indications and premature glideslope capture, resulting in an uncommanded/unexpected climb of nearly 400 feet in some cases.
- Due to the geometry of the glideslope equipment, beam path (which is bounced off the ground), and taxiway layout, it is likely that these problems occur when an aircraft taxis through the ILS Critical Area.
- These incidents have only occurred in VFR conditions, presumably because the ILS Critical Area is protected during IFR conditions.
- Proposed ways to address the problem include placing notes on the approach plates. Although NACO does not appear interested in placing such notes on their charts, Pete Elmore indicated that he would speak with Jeppesen about this issue.

Mike Golden – NY Center

- The FAA's "Ocean 21" system, the most advanced traffic management system in the world, was discussed. This system was acquired from New Zealand in 2005.
- It has been operational in NY, Oakland, and Anchorage since 2005.
- It provides controllers with better traffic data via a direct RADAR link, advanced conflict detection system, CDPLC. This system allows greater flexibility, greater capacity, and a fourfold improvement in ATC response times to pilot requests.
- As always, pilots are encouraged to use SLOP when deviating off-course; however, deviations more than 50 miles will result in shutting down other airways.
- For RNP 4 aircraft, spacing is now 30 NM in trail, down from 10 minutes (~80 NM).
- On Feb. 5, a ZNY NOTAM will be published relating to this system.
- When deviating around weather, pilots must provide a requested direction and distance, and report when "back on route."
- There have been a number of HF radio violations. As a reminder, there is a provision for single HF use prior to entering oceanic airspace, but no such provision for operations without any functioning HF.
- Mr. Golden can be contacted at Michael.Golden@faa.gov, or 631-468-1010.

Bill Ruggiero – Traffic Management Officer, NY Center

- Mr. Ruggiero introduced himself as the new Traffic Management Officer for Enroute and Oceanic Services. After discussing his extensive background in ATC technology, he discussed the New York Action Team's focus on improving SWAP (Severe Weather Avoidance Plan). Specifically, they are looking for measurable results and quantifying costs.

Pete Elmore

- Since July 2012, there have been 19 altitude deviations on the RUUDY 4 RNAV departure. A video containing 3-D animations, using actual RADAR tracks, will be posted on the TUG website, www.TeterboroUsersGroup.org.
- The new revision of the RNAV X Rwy 6 procedure will feature LPV minimums of 250' AGL. However, to avoid EWR traffic, the inbound course to the FAF will be offset slightly to the west.
- Topics discussed in the December 2012 Communications, Navigation and Surveillance (CNS) Task Force were discussed:
 - o The new Center computer system, ERAM, is scheduled to be operating continuously by approximately June 2013.

- o The FAA's policy of funding avionics upgrades – a benefit enjoyed by several major airlines – seems to ignore business aviation. Could it be that airlines are perceived as “broke,” while corporate operators are stereotyped as “rich?” How can GA present itself in a cohesive manner and lobby to receive some of those benefits?
- o Visual Descent Angles (VDA), which are published on charts and provide a stabilized descent to the runway, may lull pilots into a false sense of security.
 - For example, The RNAV (GPS) Rwy 36 approach at KBHM is creating GPWS and TAWS alerts in the cockpit.
 - The reason is a group of houses on top of a hill directly under the approach path, which protrude into the 34:1 obstacle area. When flown as charted, aircraft pass only 193' above the houses, while still several miles from the runway!
 - Part of the confusion may be attributed to not understanding that the “shaded glidepath” symbol on NACO charts is only depicted when the 34:1 obstacle area is clear all the way to the runway. Additionally, Jeppesen publishes no such symbol on their charts.
 - Regardless of chart depiction, pilots must be aware that once they proceed below MDA, they are **no longer on the instrument approach**, and become responsible for their own obstacle clearance.
 - Order 8260.19E will include several changes to address this VDA issue:
 - Revise the VDA charting policy by increasing the descent angle.
 - If the 34:1 obstacle surface is penetrated with the revised descent angle, then the VDA and TCH will **not** be published.
 - Jeppesen will be requested to refrain from coding a VDA angle if NACO doesn't explicitly provide it.
- The Denver Airspace Redesign includes some very stepdown-intensive RNAV arrivals at Centennial (KAPA) that would be extremely difficult to execute properly without using VNAV equipment. Operators who are considering utilizing such procedures must possess a high level of VNAV proficiency, and should seek additional training at their provider of choice.
- NexGen LP/LPV approaches are steadily increasing in numbers, with 3289 such procedures operational as of 2012.
- Enhanced Flight Vision System (EFVS) To Touchdown is currently being developed.

END OF MINUTES